



# Eastside Transit Corridor Phase 2 – Description of Alternatives

This attachment discusses the alternatives being studied.

Depending on which alternative is selected, the Eastside Transit Corridor Phase 2 Project could involve construction and operation of a light rail transit (LRT) project that would extend the existing Metro Gold Line Eastside Extension 6.9 to 9.5 miles east. The proposed build alternatives would begin at the existing Metro Gold Line Eastside Extension Atlantic Station at-grade and extend in an eastward direction terminating either in the vicinity of the SR 60/Peck Road interchange or in the vicinity of the Washington Boulevard and Lambert Road intersection. **Figure 1** shows all of the possible LRT routes and stations being studied. In addition to the LRT alternatives, a No Build Alternative and a Transportation System Management (TSM) Alternative are also being analyzed

The No Build Alternative demonstrates how the regional transportation system would function if the proposed project was not implemented, and serves as a benchmark for measuring the potential impacts of the TSM and build alternatives.

## 1.0 Description of Alternatives

The alternatives being studied include:

- No Build Alternative (baseline for evaluating the potential impacts and benefits of other alternatives) (**Figure 2**)
- TSM Alternative (**Figure 3**)

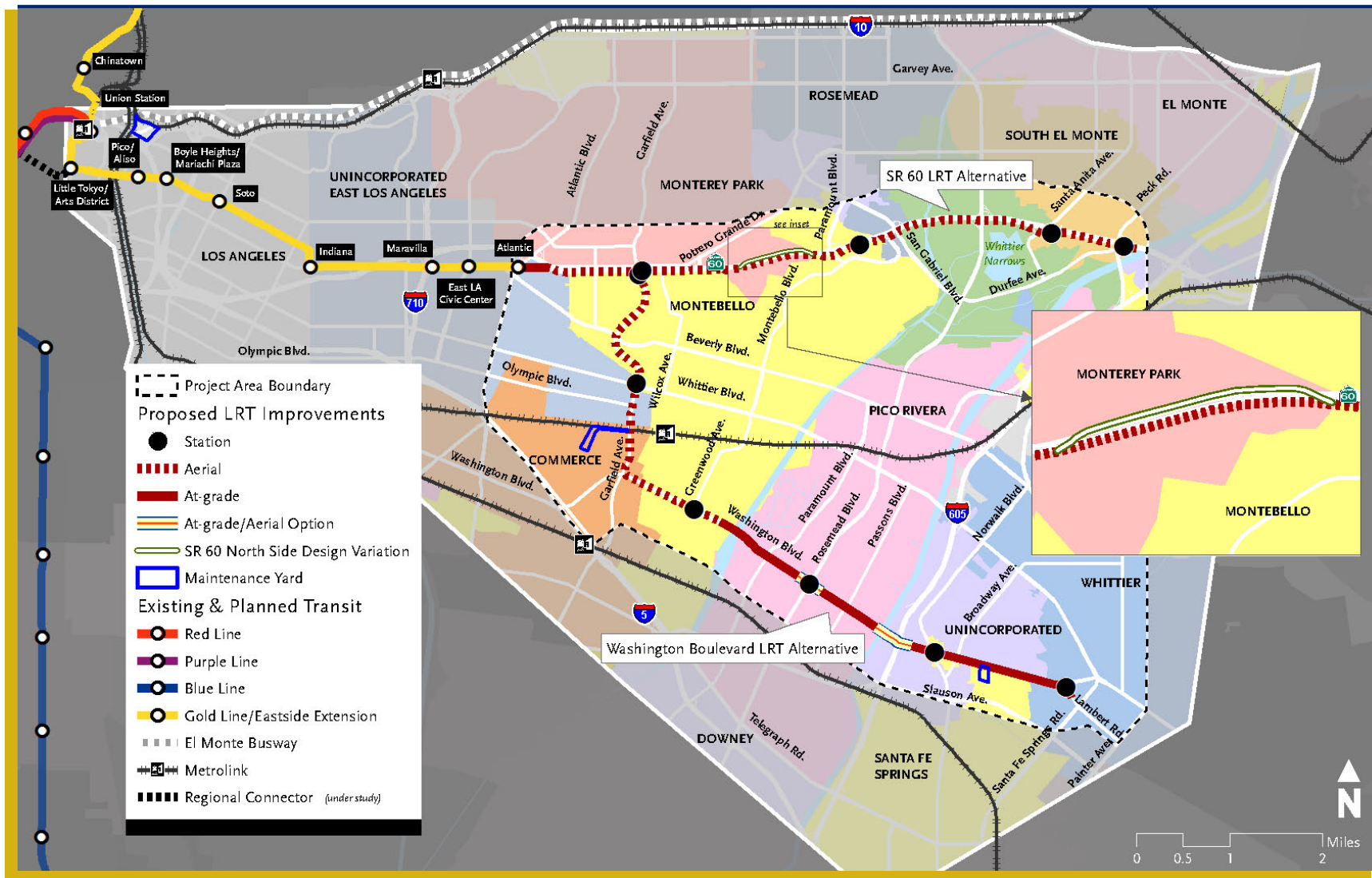
- State Route 60 (SR 60) Light Rail Transit (LRT) Alternative (**Figure 4**) – with SR 60 North Side Design Variation (**Figure 4**)
- Washington Boulevard LRT Alternative (**Figure 5**)

The two build alternatives consist of LRT tracks, stations, associated facilities, and elements of the TSM Alternative. Each of the build alternatives was designed as a double-track system (one track in each direction) to accommodate the anticipated frequency of train traffic. Alternatives range in length between 6.9 and 9.5 miles and include either four or six new stations. The tentative year of opening for the proposed project is 2033.

### 1.1 No Build Alternative

The No Build Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project in the project area versus implementing only currently planned and funded projects. The No Build Alternative is also a required alternative for comparison as part of the NEPA/CEQA environmental analysis.

The No Build Alternative includes all of the projects that are identified for construction and implementation in the “Constrained Plan” of Metro’s 2009 LRTP (through the year 2035). This plan includes the Metro Gold Line Eastside Extension currently in operation, but does not include any project resulting from this Phase 2 study effort. It also includes the construction of the Metro Crenshaw/Los Angeles International Airport (LAX) Line, the LAX People Mover, the extension of the Metro Purple Line to Westwood, the Metro Expo Line to Santa Monica, and the extensions of the Metro Green Line to LAX and to the South Bay.



Source: Metro, CDM 2011.

Figure 1. Build LRT Alternatives Being Studied

The plan also includes construction of the Regional Connector that will connect existing lines through downtown Los Angeles. After construction of the Regional Connector, operations of the Metro Gold Line Eastside Extension will be modified.

Operations on the Metro Expo and Metro Gold Line Eastside Extension lines will be combined allowing east-west trains to operate between Santa Monica and East Los Angeles without the need for riders to transfer. It will also allow operations of Metro Blue Line and Metro Gold Line from Union Station to Montclair to be combined allowing north-south trains to operate between Montclair and Long Beach, also without the need for riders to transfer. Bus services will be reorganized and expanded to provide connections with these new rail lines. Figure 2 displays the No Build Alternative.

In addition to bus services, the No Build Alternative includes two Metrolink commuter rail routes, each of which has one station located within the project area:

- **Riverside Line** – Providing service between Riverside and Union Station – The station is located in an industrial area near the Commerce/Montebello border east of Garfield Avenue.
- **Orange County/91 Lines** – Providing service between Orange County/Riverside and Union Station – The station is located west of Garfield Avenue along the southwest edge of the project area.

Both of the Metrolink stations are served by existing bus routes.

The No Build Alternative also includes all of the projects that are identified for construction and implementation in the financially constrained project list of the 2008 RTP, developed by SCAG to present the transportation vision for the region through year 2035. The RTP outlines future highway projects, including providing one high occupancy vehicle lane in each direction on I-5 from SR 19 (Rosemead Boulevard) to I-710. There are no other

major roadway improvements in the project area included in the financially constrained RTP.

## 1.2 TSM Alternative

The TSM Alternative is intended to address the same mobility needs as the two LRT “build alternatives,” but does not include the construction of a fixed guideway facility.

The TSM Alternative includes all of the transit and roadway provisions of the No Build Alternative, plus proposed enhancements to existing bus service. Under the TSM Alternative, the basic approach is to enhance the east-west bus service in the same corridor as the build alternatives to develop the TSM network. In order to leverage the investment in an east-west transit spine, the TSM Alternative also includes enhancements to north-south bus services that would feed and integrate with the improved east-west spine. The TSM Alternative is presented in Figure 3.

The key elements of the TSM Alternative are the creation of an east-west “transit spine” along with new north-south feeder service. The transit spine would include new “Pomona Freeway Flyer” express service from the existing Metro Gold Line Eastside Extension terminus at Atlantic Station to Crossroads Parkway near SR 60, supported by enhanced bus service provided by Montebello Bus Lines. Table 1 and Table 2 provide more information regarding the east-west “transit spine” and north-south feeder service, respectively.

The north-south feeder service would include new Rapid bus service on Montebello Bus Lines Route 30 on Garfield Avenue, new Limited Stop service on Montebello Bus Lines Route 20 on Montebello Boulevard, and additional service on Metro Route 265 on Paramount Boulevard, Metro Route 266 on Rosemead Boulevard, and Foothill Transit Route 274 on Workman Mill Road. It would also include new Route 370 Limited Stop service in addition to existing Metro Route 270 service on Peck Road and Workman Mill Road.





**Table 1. New East-West Transit Spine**

| Line <sup>1</sup>            | Service Type          | Operating Characteristics               |  |
|------------------------------|-----------------------|---|--|
|                              |                       | Peak Period                             | Off-Peak Period                          |
| New Pomona Freeway Flyer     | Express service       | 5 minute headways/50 minute travel time | 10 minute headways/30 minute travel time |
| Route 40 on Beverly Blvd.    | New Rapid bus service | 5 minute headways/50 minute run time    | 10 minute headways/35 minute run time    |
| Route 10 on Whittier Blvd.   | Additional service    | 5 minute headways/50 minute run time    | 10 minute headways/35 minute run time    |
| Route 50 on Washington Blvd. | Additional service    | 5 minute headways/90 minute run time    | 10 minute headways/75 minute run time    |

Note:

<sup>1</sup> Operator for new bus service to be determined.

**Table 2. North-South Feeder Service**

| Line <sup>1</sup>             | Service Type             | Operating Characteristics              |  |
|-------------------------------|--------------------------|--|--|
|                               |                          | Peak Period                            | Off-Peak Period                        |
| Montebello Bus                |                          |  |  |
| Route 30 on Garfield Ave.     | New Rapid bus service    | 45 minute headways/75 minute run time  | 60 minute headways/50 minute run time  |
| Route 20 on Montebello Blvd.  | New limited stop service | 15 minute headways/95 minute run time  | 30 minute headways/75 minute run time  |
| Metro Bus                     |                          |  |  |
| Route 265 on Paramount Blvd.  | Additional service       | 30 minute headways/80 minute run time  | 45 minute headways/65 minute run time  |
| Route 266 on Rosemead Blvd.   | Additional service       | 25 minute headways/150 minute run time | 40 minute headways/100 minute run time |
| Route 370                     | New limited stop service | 60 minute headways/70 minute run time  | 60 minute headways/65 minute run time  |
| Foothill Transit              |                          |  |  |
| Route 274 on Workman Mill Rd. | New express service      | 60 minute headways/95 minute run time  | 60 minute headways/55 minute run time  |

Note:

<sup>1</sup> Operator for new bus service to be determined.

### 1.3 SR 60 LRT Alternative

The SR 60 LRT Alternative would extend the Metro Gold Line Eastside Extension, a dedicated, dual track LRT system with overhead catenary wiring, approximately 6.9 miles east to Peck Road. More than 94 percent of this alternative would operate in an aerial configuration, primarily within the southern portion of the SR 60 Freeway right-of-way (ROW). Figure 4 illustrates the SR 60 LRT Alternative. The proposed alignment runs at-grade east from the Metro Gold Line Eastside Extension Atlantic Station in the median of Pomona Boulevard, where the alignment transitions to an independent aerial structure within the south side of the SR 60 Freeway ROW to Garfield Avenue. Specifically, the LRT alignment would transition from Pomona Boulevard to the Caltrans ROW near the intersection of Pomona Boulevard and Sadler Avenue. The SR 60 LRT Alternative continues east beyond Garfield Avenue in the freeway ROW, terminating in the vicinity of the SR 60/Peck Road interchange in the city of South El Monte, with tail tracks for storage extending farther east. The typical ROW requirement for this alternative is generally 32 feet for the elevated structure, and 49 feet at station locations. This alternative includes four stations with supporting park and ride facilities.

Partial signal priority would be provided to the LRT at signalized intersections along the at-grade portion of the alignment. Traction power substations (TPSS), track crossovers, emergency generators, and other ancillary facilities that provide power and help to operate the LRT would also be constructed along the route; more information about these ancillary facilities is provided below.

The SR 60 LRT Alternative also includes all No Build Alternative transit and roadway improvements and TSM Alternative bus services, with the exception of the Pomona Freeway Flyer.

An “SR 60 North Side Design Variation” is analyzed to address concerns raised by the U.S. Environmental Protection Agency (USEPA) about potential impacts to the former Operating Industries, Inc. (OII) landfill site south of SR 60 in

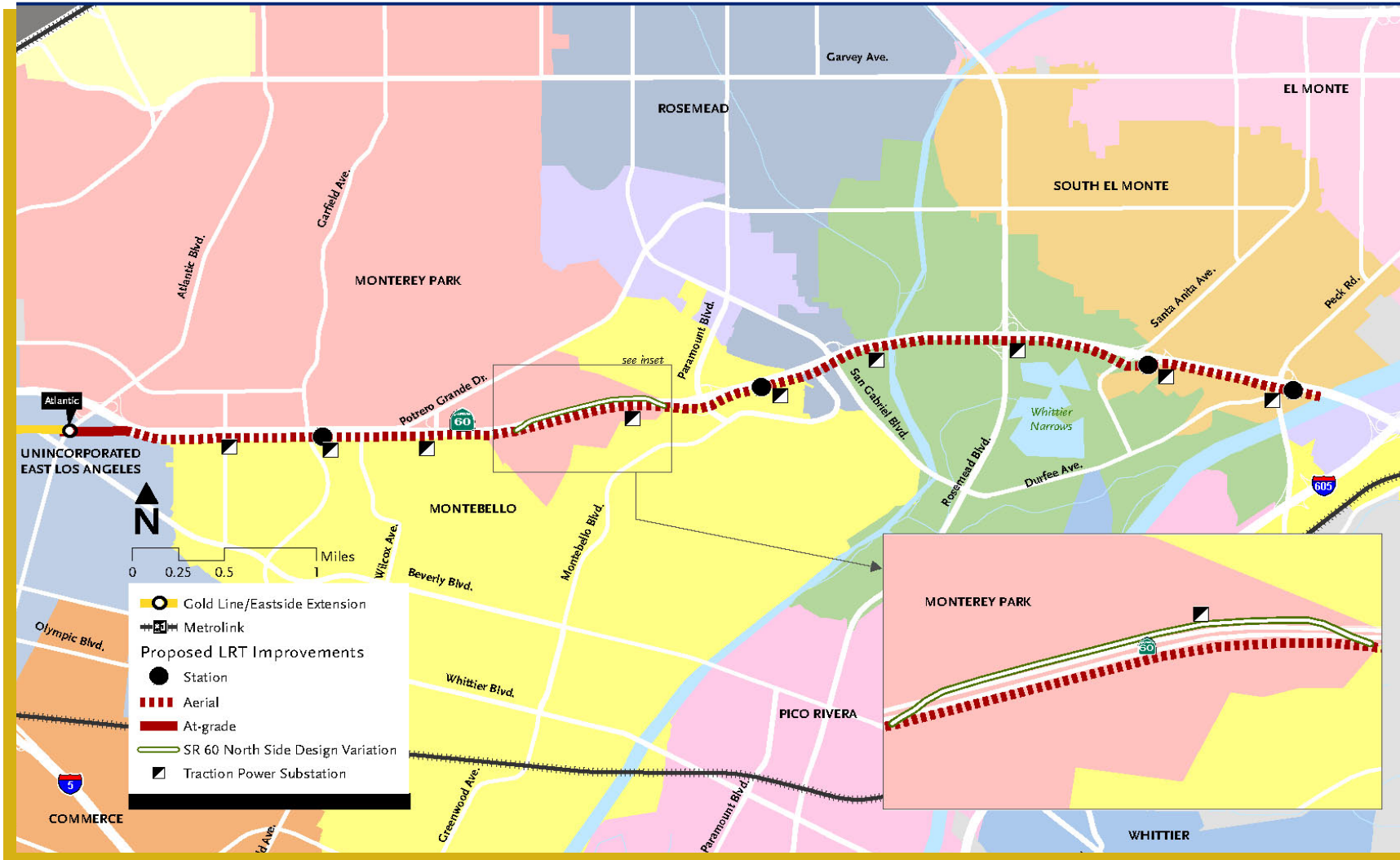
the city of Monterey Park. With this variation, instead of running along the edge of the landfill site on the south side of SR 60, the LRT alignment would transition from the south side to the north side of SR 60 just west of Greenwood Avenue, continue east along the north side of the SR 60 within Caltrans ROW, and return to the south side of SR 60 approximately one-quarter mile west of Paramount Boulevard (see Figure 4). This design variation would include approximately 3,500 feet of at-grade and aerial alignment on the north side of SR 60, and two new bridges to carry the LRT guideway over SR 60.

#### 1.3.1 Operating Hours and Frequency

The operating hours and schedules for the SR 60 LRT Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the existing Metro Gold Line. Trains would operate every day from 4:00 AM to 1:30 AM. On weekdays, trains would operate every five minutes during peak hours, every 10 minutes mid-day and until 8:00 PM, and every 15 minutes in the early morning and after 8:00 PM. On weekends, trains would operate every 10 minutes from 9:00 AM to 6:30 PM, every 15 minutes from 6:30 – 7:30 PM and from 7:00 - 9:00 AM, and every 20 minutes in the early morning and after 7:30 PM.

#### 1.3.2 Proposed Stations

The SR 60 LRT Alternative has four aerial, center platform stations designed with bus and parking facilities to intercept vehicular and bus travel operating within the east-west freeway corridor and circulating in a north-south direction crossing the freeway. All of the station areas would require property acquisition to accommodate stations and related facilities, including park and ride lots. Transit Oriented Development (TOD) is not part of the project. The proposed stations would be designed to be pedestrian and bicycle-friendly and could include such elements as, enhanced intersections and crosswalks, plazas, pedestrian bridges, bicycle storage/racks, connections to existing bicycle routes, wayfinding, landscaping, and security cameras.



Source: Metro, CDM 2011.

Note:

\*Please see Figure 3 for TSM enhancements that are also included as part of the SR 60 LRT Alternative (with the exception of the Pomona Freeway Flyer).

**Figure 4. SR 60 LRT Alternative**

**Garfield Avenue** - This station would be an aerial, center platform station located within the freeway ROW east of Garfield Avenue along Via Campo in the city of Montebello. Station facilities would include on-street bus interface, kiss and ride space, and a park and ride lot of surface and structured parking with approximately 344 parking spaces. The site has roadway access from the SR 60 Freeway ramps to the east, Garfield Avenue to the west, and Wilcox Avenue to the east. Pedestrian access would be provided via existing crosswalks at street level, at the intersection Garfield Avenue and Via Campo, as well as by a bridge across Via Campo to make a convenient connection between the station, parking, and commercial uses. Fixed route buses serving the station include Montebello Bus Lines Route 30 on Garfield Avenue and Montebello Bus Lines Route 70 on Via Campo and Wilcox Avenue.

**Shops at Montebello** – This station would be an aerial, center platform station located on currently private property adjacent to the Shops at Montebello. Facilities would include an off-street bus plaza, kiss and ride space, and a park and ride lot of surface and structured parking with approximately 417 parking spaces. The station would sit between two freeway interchanges that connect with Montebello Boulevard, Paramount Boulevard, and San Gabriel Boulevard for roadway access. Pedestrian access would include a bridge connection to a vertical circulation element across Town Center Drive, which could be integrated into a parking structure. This station would provide an interface to numerous Metro and Montebello Bus Lines routes that currently serve the existing stop on Town Center Drive, including Montebello Bus Lines Routes 20, 70, 341, and 343, and Foothill Transit Routes 68, 269, and 287.

**Santa Anita Avenue** – This station would be an aerial, center platform station located on the south side of the freeway to the east of Santa Anita Avenue in the city of South El Monte. Station facilities would include on-street bus interface, kiss and ride space, and a park and ride lot of structured parking with approximately 692 parking spaces. Santa Anita Avenue connects via Durfee Avenue to Pico Rivera to the south, and provides

direct access to the heart of South El Monte located to the north and to Whittier Narrows Recreation Area located immediately west of the station site. An existing pedestrian bridge located at Lexham Avenue east of the site provides alternative pedestrian access to portions of South El Monte located north of the freeway. The site is served by Foothill Transit Route 269, which provides access to El Monte Station at the El Monte Busway terminus.

**Peck Road** – This station would be an aerial, center platform terminus station located within the freeway ROW to the east of Peck Road in the city of South El Monte. Station facilities would include an off-street bus plaza, kiss and ride space, and two park and ride lots of surface and structured parking with a total of approximately 1,983 parking spaces.

This station is situated to interface with bus routes that operate north into South El Monte along Durfee Avenue as well as south into Whittier via Workman Mill Road. About one-half mile to the south, Peck Road connects to an interchange on I-605; therefore, a station at this location could also intercept traffic from communities south via I-605. The site is served by the Metro Route 270 bus, which provides access north to Monrovia and south to Whittier, Santa Fe Springs, and Norwalk. Peck Road also provides a direct route for a shuttle bus connection to Rio Hondo College, which is located just beyond the I-605 Freeway.

### *1.3.3 Special Track Work and Traction Power Substations*

Special track work, such as crossovers, is proposed at several locations along the alignment to provide operational flexibility. The following crossover locations would be confirmed during final design once an LPA is designated.

- Crossover would be located just east of Wilcox Avenue
- Crossover would be located just west of Rosemead Boulevard

- Crossover would be located east of the Santa Anita Avenue station
- Crossover would be located just west of the Peck Road station

All four crossovers would be located within the Caltrans ROW. The same crossovers would be used for the SR 60 LRT Alternative with the North Side Design Variation.

As part of the SR 60 LRT Alternative, approximately nine TPSS facilities would be installed at several locations along the alignment to provide adequate electrical power for LRT service. The locations of possible TPSS facilities are shown in Figure 4, above. As part of the SR 60 North Side Design Variation one fewer TPSS facility would be located within Caltrans ROW. A TPSS facility would be located north of the SR 60 Freeway outside of the Caltrans ROW on the northern property of the OII Superfund site (as shown in the insert of Figure 4), instead of on the south side of the freeway.

### **1.3.4 Vehicle and Pedestrian Circulation**

Compared to the Washington Boulevard LRT Alternative, the SR 60 LRT Alternative would require relatively small changes to the traffic and pedestrian circulation patterns.

For the short at-grade segment of the alignment along Pomona Boulevard from Atlantic Boulevard to Sadler Avenue, vehicular and pedestrian crossings would be limited to traffic signal-controlled intersections. For safety reasons, uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns would not be permitted. This would affect access to existing parking lots and commercial uses fronting Pomona Boulevard and would modify existing approach and departure traffic patterns in the area.

Permanent lane reconfigurations would also be needed along Pomona Boulevard, between Atlantic Boulevard and Sadler Avenue. Pomona Boulevard would be reduced from two through lanes in the east and westbound direction to one through lane in each direction.

East of Sadler Avenue the alignment would transition to grade-separated and continue within the California Department of Transportation (Caltrans) ROW directly south of the SR 60 Freeway and no other lane reconfigurations would be needed except at the intersection of Peck Road and Durfee Avenue. Lane reconfiguration of this intersection approach would be necessary and would change from an eastbound left-turn, all-way middle, and right-turn lane to a shared through-left lane and a right-turn lane.

Design of the SR 60 LRT Alternative would ensure that adequate sidewalk widths are maintained. Where park and ride facilities are introduced at stations, new signalized and clearly-marked walkways would be created for pedestrian circulation to and from the parking facilities and station entrances, to avoid potential conflicts with automobiles.

### **1.3.5 Maintenance Yard**

Under the SR 60 LRT Alternative, one potential site (referred to as the Mission Junction Maintenance Yard Option to distinguish it from the additional options identified for the Washington Boulevard LRT Alternative) has been preliminarily identified for the location of a new maintenance yard. The site is approximately 11 acres in size and is adjacent to the existing Mission Junction rail facility, generally bounded by I-5 to the east, I-10 to the south, the Los Angeles River to the west, and the Union Pacific rail line to the north, as shown in Figure 1. This industrial area is zoned for railroads and maintenance yard facilities. The proposed maintenance yard, located on the north side of Mission Road, would be operated in conjunction with the existing Division 10 bus maintenance yard located on the south side of Mission Road, adjacent to the proposed maintenance yard site. The proposed maintenance yard would accommodate daily maintenance, inspection and repairs, and storage of the light rail vehicles (LRVs). The proposed maintenance yard would be designed to accommodate approximately 30 LRVs. In addition to the proposed maintenance yard, Metro may also consider modifying existing facilities to

accommodate the additional capacity required to maintain the project's vehicles or using a proposed maintenance yard in Monrovia that is currently being studied as part of the extension of the Metro Gold Line to Montclair.

## 1.4 Washington Boulevard LRT Alternative

The Washington Boulevard LRT Alternative would extend the Metro Gold Line Eastside Extension, a dedicated, dual track LRT system with overhead catenary wiring, approximately 9.5 miles east to the city of Whittier at Lambert Road. This alternative is proposed to operate in an aerial configuration with columns located in the roadway median or sidewalks, as well as in an at-grade configuration where the street widths are sufficient to accommodate the alignment and potential stations. Figure 5 displays the Washington Boulevard LRT Alternative. The proposed alignment runs at-grade east from the Metro Gold Line Eastside Extension Atlantic Station in the median of Pomona Boulevard, where it then transitions to aerial operations running in the south side of the SR 60 Freeway ROW until Garfield Avenue. This segment is the same as that described for the SR 60 LRT Alternative. At Garfield Avenue, the Washington Boulevard LRT Alternative turns south in an aerial configuration to operate above Garfield Avenue. The aerial structure continues south on Garfield Avenue and then turns southeast along Washington Boulevard. The aerial structure is supported at various locations either by columns straddling both sides of the street or by single columns. At Montebello Boulevard along Washington Boulevard, the alignment transitions to a street running configuration within the center of Washington Boulevard to a terminus station located south of Washington Boulevard just west of Lambert Road, with tail tracks for storage extending south and adjacent to Lambert Road. The street running segment is a dedicated trackway located in the center of Washington Boulevard with only signalized intersections allowing for cross traffic.

Partial signal priority would be provided to the LRT at signalized intersections. This alternative includes

six stations with park and ride facilities at most station locations. In addition, TPSS, track crossovers, emergency generators, and other ancillary facilities would be located along the alignment.

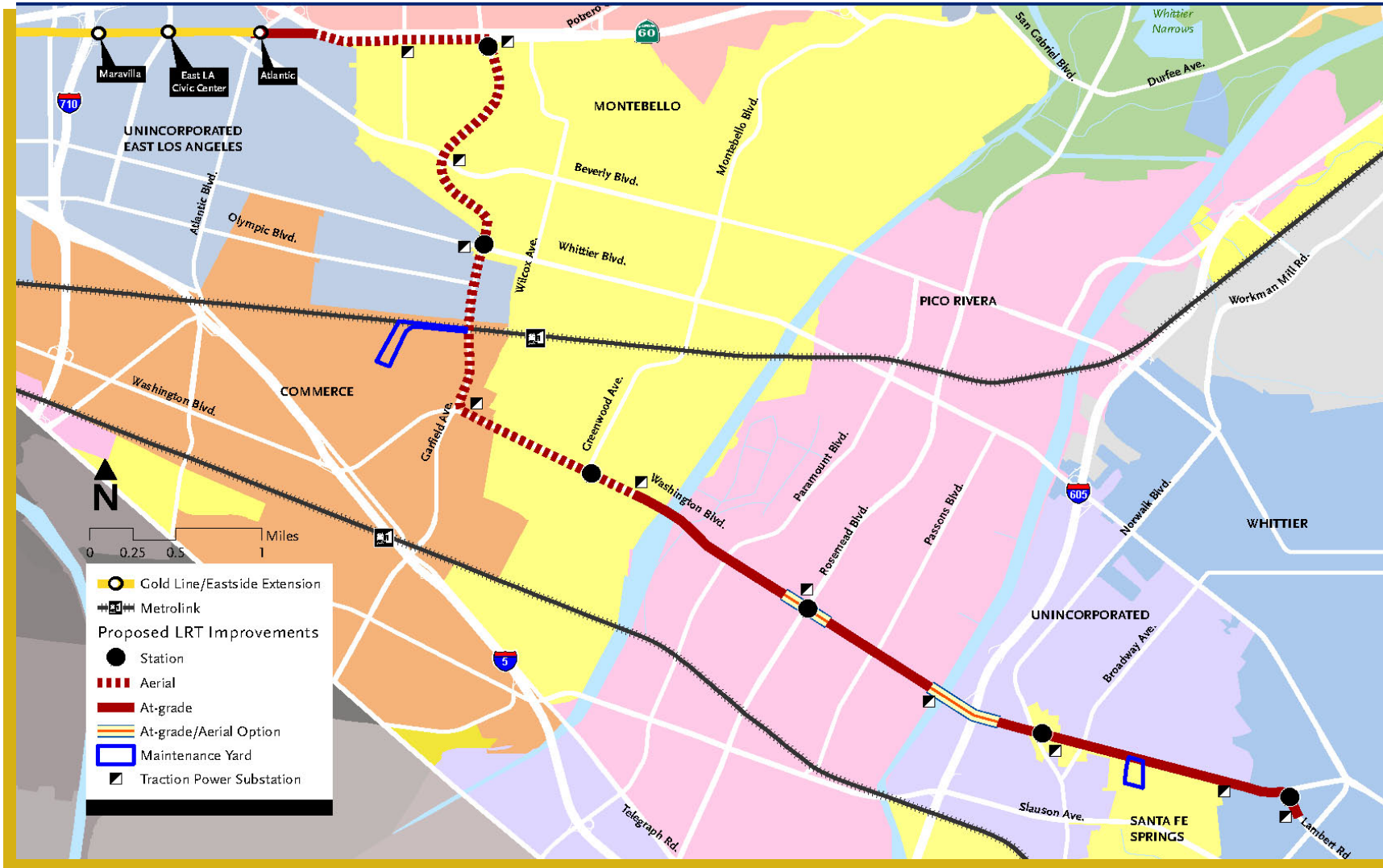
The Washington Boulevard LRT Alternative also includes all No Build Alternative transit and roadway improvements and TSM Alternative bus services, with the following exceptions:

- The Pomona Freeway Flyer would operate between the Garfield Avenue station (instead of the Atlantic Station) and Crossroads Parkway near SR 60.
- Metro Rapid Route 720 would be extended to the Garfield Avenue station, to provide connectivity.
- Montebello Bus Lines Route 50 Rapid service would operate between downtown Los Angeles and the Greenwood Avenue station only, as it would duplicate LRT service on Washington Boulevard east of Greenwood Avenue.

Two design variations are being considered for the Washington Boulevard LRT Alternative. The first design variation, the Rosemead Boulevard aerial crossing, would include a grade separation at Rosemead Boulevard. In this variation, the LRT would operate in an aerial configuration in the vicinity of Rosemead Boulevard. The second design variation, the San Gabriel River/I-605 aerial crossing, would include an aerial crossing of the San Gabriel River and I-605 and a grade separation at Pioneer Boulevard. In this variation, the LRT would operate on an aerial structure just south of Washington Boulevard across the San Gabriel River and then return to the median of Washington Boulevard, still in an aerial configuration, over I-605 and Pioneer Boulevard.

### 1.4.1 Operating Hours and Frequency

The operating hours and service frequency for the Washington Boulevard LRT Alternative would be the same as described for the SR 60 LRT Alternative.



Source: Metro; CDM, 2011

Note:

\*Please see Figure 3 for TSM enhancements that are also included as part of the Washington Boulevard LRT Alternative (see text for exceptions).

**Figure 5. Washington Boulevard LRT Alternative**

### 1.4.2 Proposed Stations

The Washington Boulevard LRT Alternative has six stations located to serve the communities through which this alternative runs. Property acquisition at all stations is necessary to accommodate stations, access, and related facilities, including park and ride facilities. All of the proposed stations, with the exception of the Whittier Boulevard station, include a park and ride facility. The proposed stations would be designed to be pedestrian and bicycle-friendly and could include such elements as, enhanced intersections and crosswalks, plazas, pedestrian bridges, bicycle storage/racks, connections to existing bicycle routes, wayfinding, landscaping, and security cameras. The proposed station locations and estimated parking spaces provided at each are described below.

**Garfield Avenue** – This station would be an aerial, center platform station located on the southeast corner of Garfield Avenue and Via Campo in the city of Montebello. Property acquisition would be required for station access and facilities, including drop-off space and a park and ride lot of surface and structured parking with approximately 523 parking spaces. This location has access via Garfield Avenue to points north of SR 60 in Monterey Park and to points south in East Los Angeles and Montebello as well as accessibility to the freeway ramps located to the east along Via Campo. Land uses within walking distance include the commercial sites east of Garfield Avenue, high-density residential located south along Garfield Avenue and residential neighborhoods immediately north of the freeway. The station site is served by the Montebello Bus Lines Route 30 bus on Garfield Avenue providing access to areas north and south. The site could also be developed as an end-of-line stop for buses operating to and from communities to the east via freeway flyer services along SR 60. Finally, both at-grade crosswalks and a pedestrian bridge could be provided to the commercial uses along the east side of Garfield Avenue, which provides an opportunity for possible shared parking.

**Whittier Boulevard** – This station would be an aerial, side platform station located in the median of Garfield Avenue just north of Whittier Boulevard in unincorporated East Los Angeles. Property acquisition would be required for station access and facilities. No park and ride facility is proposed at the Whittier Boulevard station, as it is designed primarily for walking, drop-off, and bus access due to the lack of an appropriately-sized property and constrained station area circulation patterns. The arterial roadways of Whittier Boulevard and Garfield Avenue would provide auto access to the station for drop-off purposes. The Montebello Bus Lines Route 10 bus could stop adjacent to the site, and Montebello Bus Lines Route 30 and Metro Routes 18 and 66 buses stop at the site along Garfield Avenue.

**Greenwood Avenue** – This station would be an aerial, side platform station located in the median of Washington Boulevard east of Greenwood Avenue in the city of Montebello. Property acquisition would be required for station access and facilities, including a park and ride lot of surface and structured parking with approximately 151 parking spaces. Roadway access is provided by Washington Boulevard and Greenwood Avenue – the latter roadway swings east approaching the Union Pacific Railroad (UPRR) and connects via Montebello Way to Montebello Boulevard, which provides access to the central area of Montebello. This site is served by Montebello Bus Lines Route 50 on Washington Boulevard bus, as well as Montebello Bus Lines Routes 20 and 70 operating north-south along Greenwood Avenue and Montebello Boulevard, respectively.

**Rosemead Boulevard** – This station would be an at-grade, center platform station located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera.

Property acquisition would be required for station access and facilities, including a park and ride lot of surface and structured parking with approximately 353 parking spaces. This station would be within walking distance of residential neighborhoods located northwest, east, and south of the station.

Both Washington Boulevard and Rosemead Boulevard would provide high capacity vehicular access to the site, and the station would be just over one mile west of the I-605 Freeway interchange along Washington Boulevard. The station would be directly accessible to bus stops located at the Washington/Rosemead intersection, including Montebello Bus Lines Route 50 on Washington Boulevard and Metro Route 266 on Rosemead Boulevard.

If the Rosemead Boulevard aerial crossing design option is chosen, the Rosemead Boulevard station would be an aerial station. The station would remain within the roadway right-of-way. However, access to the station would be from stairwells, escalators and elevators from the sidewalks and property acquired as part of this alternative. The station would be side-loading with fencing separating the tracks. The platform length and location (i.e. west of Rosemead Boulevard) would remain the same as with the at-grade option.

**Norwalk Boulevard** – This station would be an at-grade, center platform station located in the median of Washington Boulevard east of Norwalk Boulevard in Santa Fe Springs. Property acquisition would be required for station access and facilities, including a park and ride lot of surface and structured parking with approximately 667 parking spaces. This station would serve walkable residential neighborhoods located both north and south of the station off Norwalk Boulevard in addition to the commercial properties located along Washington Boulevard itself. Norwalk Boulevard and Washington Boulevard would serve as access routes. In addition, the station is within one-half mile of the Washington Boulevard/I-605 interchange, which would potentially attract traffic from the freeway. This station would connect to Montebello Bus Lines Route 50 on Washington Boulevard and Norwalk Transit System Routes 1 and 9 serving locations north along Workman Mill Road as well as locations south in Santa Fe Springs and Norwalk.

**Lambert Road** – This station would be an at-grade, center platform station located south of

Washington Boulevard west of Lambert Road. Property acquisition would be required at this terminus for station access and facilities, including off-street shuttle access, tail tracks, drop-off space, and park and ride lots of surface and structured parking with a total of approximately 1,008 parking spaces. A station at this location would be located directly opposite the Presbyterian Intercommunity Hospital and would also provide walking access to the commercial corridor along Washington Boulevard. This station is also within walking distance of some residential areas in Santa Fe Springs to the southeast and central Whittier to the northeast and northwest. Washington Boulevard connects to Whittier Boulevard immediately east of the station location, providing access to central Whittier, and Lambert Road provides access to east Whittier as well as Santa Fe Springs via Santa Fe Springs Road. In addition to Montebello Bus Lines Route 50 on Washington Boulevard, this station would connect to Metro Route 270 which provides access to points between Norwalk to the south and a large market area to the south, and the “Sunshine Shuttle” bus serving local destinations.

### *1.4.3 Special Track Work and Traction Power Substations*

Special track work, such as crossovers, is proposed at several locations along the alignment to provide operational flexibility. The following crossover locations would be confirmed during final design once an LPA is designated.

- Crossover would be located along Garfield Avenue north of Via San Del Aro
- Crossover would be located along Garfield Avenue north of Madison Avenue
- Crossover would be located along Washington Boulevard right after the alignment transitions from Garfield Avenue to Washington Boulevard
- Crossover would be located along Washington Boulevard just west of the Greenwood Avenue station
- Crossover would be located along Washington Boulevard just west of Crossway Drive

- Crossover would be located along Washington Boulevard east of Pioneer Boulevard
- Crossover would be located along Washington Boulevard just west of Lambert Road
- Crossover would be located along Lambert Road just south of the Lambert Road station

As part of the Washington Boulevard LRT Alternative, TPSS facilities would be installed at several locations along the alignment to provide adequate electrical power for LRT service. The locations of possible TPSS facilities are shown in Figure 5, above.

#### ***1.4.4 Vehicle and Pedestrian Circulation***

The Washington Boulevard LRT Alternative would require more changes to the traffic and pedestrian circulation patterns compared to the SR 60 LRT Alternative.

The Washington Boulevard LRT Alternative would consist of two section types: aerial and at-grade. For the at-grade portions of the alignment, vehicular and pedestrian crossings would be limited to traffic signal-controlled intersections. For safety reasons, uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns would not be permitted. Left turn parking access and egress is presently allowed at many sites along the alignment. The elimination of mid-block left-turns along the at-grade portions of the alignment would affect access to existing parking lots, loading docks, and commercial frontage, and would modify existing approach and departure traffic patterns in the at-grade segment areas.

Columns would be used to support aerial segments of the alignment and would be located in the roadway median or sidewalks. Adequate sidewalk width exists in areas where the alignment would be aerial to accommodate columns and pedestrians.

The following permanent lane reconfigurations would be needed under the Washington Boulevard LRT Alternative.

- Pomona Boulevard, between Atlantic Boulevard and Sadler Avenue, would be reduced from two

through lanes to one through lane in each direction.

- Garfield Avenue would be reduced to one through lane in each direction at intermittent locations between Madison Avenue and Washington Boulevard.
- Washington Boulevard would be reduced from three through lanes to two through lanes in each direction from Garfield Avenue to Lambert Road.

Lane and sidewalk configurations would be the same with an at-grade or grade-separated LRT facility under the Rosemead Boulevard and San Gabriel River/I-605 crossing options.

#### ***1.4.5 Maintenance Yard***

Under the Washington Boulevard LRT Alternative, three potential sites, as shown in Figure 1, have been preliminarily identified for the location of a new maintenance yard:

- Mission Junction Maintenance Yard Option - The first site is adjacent to the existing Mission Junction rail facility, as described above under the SR 60 LRT Alternative.
- Commerce Maintenance Yard Option - The second potential site, approximately 12 acres in size, is proposed to be within the city of Commerce, located west of Garfield Avenue in Southern California Edison's transmission line corridor. The parcel is designated for electrical power facility use and is situated within the San Antonio Rancho known as the Walter L. Vail's 2,000 Acre Tract. Since the LRT tracks would be in an aerial configuration above Garfield Avenue, the lead tracks to the maintenance yard would transition from aerial to at-grade within the southern portion of the UPRR ROW, approximately 1,600 feet away from the mainline on Garfield Avenue. The main entrance to the facility would be off Corvette Street at the southern portion of the site, just west of Saybrook Avenue.
- Santa Fe Springs Maintenance Yard Option - The third potential site, approximately nine

acres in size, is located within the city of Santa Fe Springs immediately south of Washington Boulevard and east of Allport Avenue. It is currently occupied by automobile repair and light industrial uses. The lead tracks to the yard would cross the eastbound lanes of Washington Boulevard at-grade.

The proposed maintenance yard would accommodate daily maintenance, inspection and repairs, and storage of the LRVs. In addition to the maintenance yard options, Metro may also consider modifying existing facilities to accommodate the additional capacity required to maintain the project's vehicles or using a proposed maintenance yard in Monrovia that is currently being studied as part of the extension of the Metro Gold Line to Montclair.

## 1.5 Ancillary Facilities

Ancillary facilities would be included at each station. Ancillary facilities would include items in the Metro design criteria, such as station markers, station entry portal configuration (canopies/pavilions), security cameras, bus shelters, benches, emergency telephones, public telephones, stairs, escalators, elevators, map cases, fare collection, pedestrian and street lighting, hand railing, landscaping, trash receptacles, bike racks and lockers, emergency generator, power boxes, fire hydrants, and artwork.